ALEXANDRIA GAZETTE AND VIRGINIA ADVERTISER

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ALEXANDRIA:

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Mr. Robert Tyler of Philadelphia, writes to the Richmond Enquirer that a friend of his has complained of the *bad faith* of Virginia, under the following alleged circumstances:—

"That he was one of the original subscribers to the stock of the Richmond, Fredericksburg and Potomac Railroad Company, that he and many others in Philadelphia had made subscriptions to this then doubtful enterprise, on the solemn pledge given by the Legislature of the State, the nature of which was fully discussed and understood at the time, and given only because without such pledge, subscriptions in this or any other market could not have been obtained for the stock; that the work should be protected for the term of thirty years from its completion, against all competition, for travel between Richmond and Washington. That notwithstanding this pledge and the published admission of the Virginia Central Railroad Company, (then the Louisa) at the time of extending their road from the junction to Richmond, that they would have no right to carry passengers between Richmond and Washington, and their then declaration that they had no intention to convey such passengers, nevertheless, as any one could see by the advertisements in the newspapers and elsewhere, through tickets are now and have been for some time back, sold by this road and the Orange and Alexandria Railroad, for all travel passing between Richmond and Washington, whether passing merely between these cities or going further North or South; while so far the Richmond, Fredericksburg and Potomac Railroad in which he had become interested on what he supposed the inviolate faith of the State, had entirely failed to obtain of the courts of the State any redress for this grievance, by which the company had been at great loss and on account of which its bonds and stock had been depreciated."

To this, the Richmond Enquirer replies as follows:—

"To disprove every allegation made by Mr. Tyler's informant, it is only necessay to state that the alleged violation of the chartered privileges of the Richmond, Fredericksburg and Potomac Rail Road Company, by the completion of the Virginia Central Rail Road to Richmond, has been the subject of investigation before the highest judicial tribunals of Virginia, and before the Supreme Court of the United States, and decided by each and all of them against the assertions of Mr. Tyler's informant.

An injunction was prayed against the Central Railroad for violation of the chartered privileges of the Richmond, Fredericksburg and Potomac Railroad, in carrying "through" and "way travel." This injunction was refused by the Court, and the Court of Appeals sustained the ruling of the Court below. The case was taken to the Supreme Court of the United States, which Court "recognised the well settled principle, that the grant of a franchise is of no higher order, and confers no more sacred title than a grant of land to an individual; and when the public necessities require it, the one as well as the other may be taken for public purposes, on making suitable compensation, nor does such an exercise of the right of imminent domain interfere with the inviolability of contracts." And applying this principle to the then controversy between these parties, (viz: the Richmond, Fredericksburg and Potomac and Virginia Central Railroads) that Court held that these respondents (the Virginia Central) "had the right under their charter to construct their road from the Junction to the city of Richmond, and to cross the road of the complainants on the level thereof; and that the use of such a road for the transportation of freight was not a violation of the rights guaranteed to the complainants by their act of incorporation." This then settles the charge of bad faith by the highest judicial tribunal.

In chartering the Richmond, Fredericksburg and Potomac Railroad Company, it was not the design of the Legislature to barter away the power over interoal improvements, or to deny to future Legislatures the power to supply the wants of the country, and the capacities of roads to meet them.

In 13, Howard's Reports, (S. C. U. S.,) will be found the decision of this case between these companies. From the opinion of the Court, delivered by Justice Grier, we extract the following: "Construing this act with these principles in view, where do we find that the Legislature have contracted to part with the power of constructing other roads, even between Richmond and Fredericksburg, for carrying coal or other freight? Much less can they be said to have contracted, that no railroad connected with the Western part of the State, shall be suffered to cross the complainants' road, or run parallel to it, in any portion of its route. Such a contract cannot be elicited from the letter or spirit of this section of the act. It contains no pledge that the State of Virginia will not allow any other railroad to be constructed between those points, or any portion of the distance for any purpose. But only a road 'the probable effect of which would be to diminish the number of passengers travelling between the one city and the other, upon the railroad authorized by the act,' or to compel the company to reduce the passage money."

The circuitous route, between Richmond and Washington City, which, according to Mr. Tyler's informant, is now injuring the Richmond, Fredericksburg and Potomac Rail Road Company, has grown out of the necessities of the State; and because passengers select that circuitous route in preference to the more direct route by way of Fredericksburg, we cannot see how the pledges of Virginia are violated. At any rate, the charter of the Virginia Central Rail Road has been fully sustained by the highest tribunal known to State or Federal laws. And we venture the assertion, that Mr. Taylor's informant will find great difficulty in convincing the public that Virginia has violated her pledges, or that she is "a repudiating State."

The crew of the Niagara were received in New York, on Wednesday, at the "Hall of the Union," in the Cooper Institute, in presence of Hon. Isaac Toucey, Peter Cooper, Captain Hudson, Cyrus W. Field, and a large and distinguished assemblage. The gallant sailors were eloquently and feelingly addressed by the honored secretary, Rev. Charles Jones, of the Mariners' church, and others, and after the conclusion of this interesting ceremony, proceeded to Palace Garden, 14th street, where an entertainment was provided for them by Cyrus W. Field.

The Staunton Spectator warmly advocates the abolition of the *pay* system for Magistrates holding Courts in this State.

The Richmond South says:—"A sojourn of two weeks at the principal resort in the mountains of Virginia, enabled us to ascertain the drift of popular sentiment in regard to the Governorship, by personal communication with leading men from various portions of the State. The result of our inquiries is an absolute conviction that John Letcher is the favorite of four-fifths of the Democracy. If his friends exhibit adequate vigilance, no sort of intrigue or combination can defeat his nomination. But they should not abandon themselves to the apathy of excessive confidence. In the absence of all effort among his supporters, he may lose the nomination, despite his immense popularity."

While the trial of Hiram Powers, for setting fire to the Moravian Church in Brimfield, Massachusetts, was in progress, at Worcester last week, the evidence being all in and counsel for the government making a very warm speech on the combination of circumstances which established the prisoner's guilt, an Irishman, named Harrington, came into court, whispered to the Sheriff that he set the church on fire himself, being hired to do it by three of his neighbors, and that Powers was innocent. On this statement Powers was at once discharged, and Harrington and his neighbors held for trial.

The bridge over Meherrin river, in Brunswick county, Virginia, about three miles above Lawrenceville, tumbled down on Sunday night last, greatly frightening the residents in that vicinity, and seriously inconveniencing travellers over the road. This bridge (says the Petersburg Express) was erected about six years since by the Petersburg and Boydton Plankroad Company, and was generally supposed to be a very substantial structure. Fortunately, no one was on the bridge when it fell.

It is stated that a freight train on the Newburg (N. Y.) Branch road was stopped by grasshoppers a few days since! Large numbers of grasshoppers had alighted upon the track, literally covering the rail. The train passed over a great number of them, which made the track so slippery that the wheels turned round without going forward. Sand was procured and poured upon the rails, when the train resumed its accustomed motion, and proceeded without any further delay.

The report of the Board of Health of Charleston, S. C. shows a total of forty-three deaths for the week ending Saturday last—twenty eight of which were from yellow fever. Of these, twenty-four were of foreign birth. The disease is declared to have assumed an epidemic form. Of the twenty-eight who died of yellow fever, thirteen were from Ireland; eleven from Germany; three from New York, (two of them born of foreign parents,) and one native child.

The Front Royal Gazette says, that the Manassas Bank, located at Front Royal, Warren county, Va., was organized on Tuesday last, and the following named gentlemen elected Directors: J. B. Earle, M. B. Buck, C. H. Green, J. S. Davidson, J. R. Jackson, R. H. Turner, H. Dorsey, J. B. Petty, and E. B. Jacobs. The Board of Directors subsequently met and elected Edward B. Jacobs President, and Presley S. Campbell, Cashier.

A large meeting was held on Saturday last, in Greensborough, Caroline county, Md., in favor of an early resumption of work on the Delaware and Maryland railroad. Addresses were made by Gen. Tilghman, president of the railroad company, and Col. Hambleton and Mr. Powell, of the board of directors.—It was decided to hold a meeting of the stockholders of the company at the same place on the 25th of September.

The Weston, Virginia, Herald says that Mr. John McGee has recently sold his farm of 2240 acres, on Sand Fork, in Lewis county, for $25,000. The purchasers are from the North, and came under the auspices of the New York Homestead Company. A considerable party, we learn, passed through for Braxton, from the State of Connecticut, during the past week.

It is stated that the yellow fever under treatment in the New York Quarantine hospital this season is and was of the most virulent character. Indeed, the very worst sort of cases were and are being dealt with, and yet there have been cured eight of the sick out of every ten. This is the most successful doctoring of the epidemic known.

The Louisville Journal, the leading "American" paper in the West, has an article strongly urging the re-organization and revivification of the WHIG PARTY, as the ground for the Union of the opposition to the Democratic Party. Nine-tenths of the Whigs and Americans would rejoice to see this result effected.

The selection of Mr. Helm as consul-general at Havana is in the nature of a promotion, he having been consul at St. Thomas by appointment of Mr. Pierce. The fact that the discharge of his official duty at the latter place elicited a handsome testimonial from the merchants trading thither, bespeaks able and efficient service at Havana.

The military spirit prevails to a considerable extent in Charlestown, Va. On Saturday last, the "Jefferson Guards," and "Jefferson Cadets," were on parade. The former for the purpose of electing officers, and the latter for the purpose of presenting to their esteemed Captain, Lawson Botts, esq., a Silver Goblet.

Mr. Speaker Orr, in his speech at the dinner given to him recently in South Carolina, alluded to the pending contest in Illinois, and declared that he would infinitely prefer to see Douglas a Senator rather than Lincoln, and closed with a feeling exhortation in favor of the preservation of the Union.

The warehouse of Robbins & Battley, shipchandlers, in Norfolk, was destroyed by fire on Monday night. Their loss is $12,500; insurance $8 000. They lost all their books and papers. S. W. Thrift owned the building and was insured for $3,000.

We are told that gambling prevails to a fearful extent on board the steamboats that pass up and down the Mississippi River.—All sorts of games are practised there, and among those who travel, are some of the most plausible and finished rogues.

The Ocean Telegraph despatches published yesterday, not only told us what was the news in London on Wednesday, but going half round the world it brings us important news from the antipodes, of peace concluded in China, and British success in India.

At Saratoga, on Monday, the thermometer went as low as 50 degrees, and there was frost in the valley of the Mohawk. In several places in Connecticut the melon vines were nipped and killed.

Speculating on political movements, and thinking that the Democracy will *not* succeed at the next Presidential election, the Lynchburg Virginian supposes that, if the aspirants for the nomination of the Democratic Convention, including Davis, of Miss.; Brown, Hunter, Wise, Orr, Breckinridge, and Slidell, the latter named, will have the influence of the administration, if Mr. Buchanan himself is thrown aside. But there is no telling what the issue will be. Democratic National Conventions are very curious bodies. They nominated Polk and Pierce when nobody had dreamed of such a thing. Our own impression is that Mr. Breckinridge is the foremost man on the track, just at this time. But Gov. Wise is a stronger man, than many give him credit for, and may shoot ahead yet, before the year is over.

We learn from the Newark Daily Advertiser, that an interesting celebration was held by the Professors and Students of Princeton College on the 19th inst., in honor of the successful working of the Atlantic Telegraph. Professor Stephen Alexander, in his address, spoke in appreciation of the emotions naturally awakened by this great triumph of science, and in commemoration of the share had in its inception by Professor Joseph Henry, long a member of the Princeton Faculty, before he was called to preside over the Smithsonian Institution.

The Union, with honorable courtesy, in copying from the National Intelligencer, the notice relative to that paper which we published yesterday, says:—"We cannot forego the opportunity of expressing our pleasure at the prosperity of our cotemporary—a prosperity it pre-eminently deserves as a model of dignified management and of uniform courtesy to its political opponents. We hope that it may long remain in the hands of those who have made the Intelligencer what it is, whose lives are identified with its history and success."

At the recent commencement of the University of Wisconsin, at Madison, the degree of A. B. was conferred upon Mr. J. W. Slaughter, a talented young gentleman of Culpeper County, Va. He delivered, at the commencement the Salutatory address in Latin, appropriately written, and effectively pronounced; and an oration on the Estimates of True Greatness, which was treated in an able manner and secured the interest and attention of the audience.

The celebrated Thomas Paine was the contriver of an iron bridge—of the very boldest design—and which had the praise of Mr. Stephenson. As the London Quarterly Review remarks, if he had, instead of penning shallow infidelity devoted his talents to subjects which he was competent to handle, he would have left a fame far different from that which accompanies his name.

The foreman removes and distributes the long standing head of "Latest Dates from Europe," which has been kept up for many years past to show the dates of the latest arrivals from England and France. The "latest dates" *now*, which he will have to manage, will be those of the day before publication.

A man, whilst cleaning out a well at Reistertown, Md., on the 23d instant, had the wall to cave in like an arch over him—and ten feet water in the well. He gave cool and deliberate orders as to his rescue, and the bystanders finally extricated him without injury.

The Chicago Times contains a letter from the Hon. Reverdy Johnson, of Baltimore, addressed to Judge Douglas, in which he warmly declares himself in favor of the re-election of the Judge, and expresses his surprise at the opposition he has met with from his former political associates.

The subscriptions to the stock of the Bank of the Commonwealth, in Richmond, are gradually increasing, and amount now to about $400,000. Subscribers to the Bank stock may pay in Virginia State stock *at par* for three fourths of their subscription.

A Board of Naval Engineers, consisting of Chief Engineers Wood, Sewell, and King, will convene at the Navy Yard, New York, on the 1st of September next, for the purpose of examining Engineers for promotion in the Navy.

The Annapolis Republican says:—"The Wyandotte Corn, we learn, from the farmers of this county who have this year tried it, will fail to produce the quantity represented; in other words, the Prolific Corn will yield much more."

The Cunard steamship Arabia will leave New York for Liverpool punctually, on the 1st of September, the damage caused by her collision with the Europa having been repaired. The Africa will sail on the 15th of September.

Chicago is becoming rather a hard place. There are now in the Chicago jail *eight* persons awaiting trial for murder. On Saturday morning, John Nehaysel murdered his little daughter, only seven years of agel

The unostentatious State of North Carolina disbursed from its literary fund, for the support of schools, and for the education of deaf and dumb children, during the years 1855 and 1856, the sum of $396,665.

The claim of Major Davenport, that Gen. Jackson was born in Virginia, is refuted by the Lancaster (S. C.) Ledger, which shows that Gen. J. was a native of that district.

The mammoth propeller Great Britain sailed from New York on Wednesday, for Liverpool, with about 100 passengers, and $40,000 in specie on freight.

The ten or twelve Democratic aspirants for Congress, in Mr. Letcher's district, are all said to be warmly in favor of his nomination as a candidate for the office of Governor.

The receipts from customs at New York on Wednesday, only amounted to $54,000. The whole balance in the Subtreasury, is $13,654,341.

Seven Catholic priests, five sisters of charity, and four nuns arrived at New Orleans on the 13th instant from Havre—the greater part of them bound for Texas.

James G. West, of Wetzel County, Va., is to be an independent candidate for Congress, from his district.

Use of Steam for Moving Canal Boats.

Quietly and without creating any very noticable sensation, a project has been successfully matured in this country, that is in reality of a great deal more importance to the interests of the United States, than the successful laying of the Atlantic Cable. We refer to the use of steam on Canals. We copy some remarks of the Buffalo, N. Y., papers referring to it:

"The successful trip of the Steam Canal Boat from this city to Albany, has excited the public attention, and exercised no small influence in renewing the interest felt by the people at large in the Enlargement. It is evident that the Wack is not an entire triumph, that there are faults of detail which require sundry changes and modifications; but the broad fact is no less true that the era of steam canal navigation has begun.—George Stephenson's "Puffing Billy" on the Killingworth Tramway, was not the locomotive of modern days, but it was the almost immediate* predecessor of the "Rocket" which secured the triumph of land steam locomotion on the Liverpool and Manchester Railway. In all new enterprizes of this sort, there are difficulties of adaptation and misapprehensions as to what is possible. A parallel might be run between the Erie Canal and the Liverpool and Manchester Railway. Both were built for horse-towing—the use of steam not being contemplated, except as a remote possibility. The best engineers of England declared that steam locomotives could never be built to run over five or six miles an hour. The best engineers of New York set the outside speed of steam canal-boats at five miles per hour. The great objection to the railway was the want of "grip" on a smooth rail, and the consequent supposed necessity of a cogged rail or stationary power. On the canal the difficulty is in the supposed washing of the banks and the piling up of a wave in front of the boat. Another difficulty with the locomotive was the want of draught in the furnace, owing to the low smoke pipe. The same trouble is experienced in the furnace of the Charles Wack. To carry the parallel further—all these objections were obviated on the rail—they will be on the canal!

The Wack has already overcome some serious difficulties. She has proved that a propeller boat can run on the canal without the interference of her wheels with lock gates, tow-lines, or the sides and bottom of the canal itself, by the simple plan of a recess and guard which put the wheels out of the way of danger. She has moreover proved that the same boat can find stowage for a full cargo, aside from the space occupied by the engine-room. Another objection to steam has been removed by the discovery that she does not create a wave larger than that of an ordinary liner, and consequently does not wash the banks.

This is not all of the wave question, however. The really troublesome wave is that which precedes the boat. A swell is created, the waters impelled by the boat piling up in the narrow channel so that it is compelled, as it were, to climb up hill all the time.—Some years since a series of experiments were made, with horse power, on the Paisley Canal, Scotland, which have a bearing on this point. We find an abstract of the report made of these experiments, in the Albany Journal, under the signature of R. G. Rankin. He says:

"The report goes on to state, that the great objection hitherto made to rapid travelling on canals, is the injury done to the banks by the wave raised by the boat, and this has been sufficient and fatal. But this subject appears not to have been sufficiently understood, and it is yet to be accounted for, why a boat going at the rate of ten or twelve miles an hour produces no wave, or one so light as hardly to be perceptible, while the same boat going at the rate of six miles an hour creates a wave highly detrimental to the sides of the canal; yet such is nevertheless the fact."

There are several canals in Great Britain where velocities of 9 to 11 miles an hour are obtained with horses. Now, if the report mentioned in the extract above is at all reliable, the idea of a four mile speed on the canal must be abandoned, and a rate of ten or twelve miles per hour substituted.

Looking at the subject in that light, the difficulties of speed, washing the banks and the preceding wave, are rather imaginary than real, or at any rate to be overcome by means which will add greatly to the utility of steam. The writer quoted from above gives other facts which may be of interest to boat-builders. He says:

"The first experiment was made on the Androssan Canal, a *short, narrow* canal, 12 miles long, connecting Glasgow with Johnstown. The boats used were known as Iron Fly Boats. These boats were from 70 to 90 feet long, and from 6 to 7 and 9 feet wide, and were made of sheet iron plates of about No. 16 wire gauge, firmly rivetted; the bottoms were flat, or nearly so, with one or two keys. They carried from 70 to 80 passengers, and drew when loaded from 6 to 12 inches water. The same form of boats were for some years in use on the Union Canal, connecting the waters of the Clyde and Forth. A writer in a Glasgow paper, speaking of Fly Boats, says: "I have performed a voyage of 56 miles along two canals, including the descent of *four* and the ascent of *eleven* locks, the passage of *eighteen* draw bridges where the line was thrown off, and a tunnel *half-a-mile* long, in *six hours and thirty eight minutes*—the boat was drawn on stages, by two horses each stage."

We yesterday published a paragraph from the Statesman, saying that one serious difficulty with the Wack was a deficiency of draft in the furnace, and that the captain proposed to put on a blower. This was the old trouble with the locomotive. At the great contest which settled the capacity of steam for railway locomotion, previous to the opening of the Liverpool and Manchester Railway, two of the locomotives entered for the prize were low pressure and two high pressure. The former had blowers or fans for the purpose of securing draft. The latter, high pressure, discharged the waste-steam into the smoke pipe. The former failed—the latter were successful. The winner, George Stephenson's "Rocket," was perhaps the best engine of its weight ever constructed. Now the difficulty with the Wack is just what Stephenson conquered when he created a draft by turning his waste steam into the smoke pipe. If canal steamboats will use high-pressure engines and throw their waste steam in the chimney, there seems to be no reason why they cannot also conquer.—*Railway Times.*

A Prophecy at Fault.

When the bill for the organization of Oregon as a Territory was before the Senate, Senator Dickinson, of New Jersey, ventured upon a prophecy, which at this day sounds rather oddly:

"But is this Territory of Oregon ever to become a State, a member of this Union? Never. The Union is already too extensive, (there were at this time twenty-four States,) and we must make three or four new States from the Territories already formed. Every member of Congress ought to see his constituents once a year. This is clearly very difficult for those in the most remote parts of the Union. Yet a young able-bodied Senator might travel from Oregon to Washington and back once a year, but he could do nothing else. It would be more expeditious, however, to come by water round Cape Horn, or to pass through Behring's Straits to the Atlantic, and so on to Washington. It is true this passage is not yet discovered, except upon our maps, but it will be as soon as Oregon shall be a State."

Telegraphic Despatches.

NEW ORLEANS, August 26.—Sterling Exchange has advanced to 8¾@9 per cent. premium.

NEW YORK, Aug. 26.—A Havre letter, received by the steamer to-day, reports shipping goods as coming forward more freely, and trade with the United States appeared to be resuming its regular course.

LANCASTER, PA., Aug. 25.—The Hon. Thaddeus Stevens was nominated for Congress by the "fusion" party to-day on the second ballot.

PITTSBURG, Aug. 25.—The anti-tax convention nominated Thos. Williams for representative in Congress from the twenty-second district, and adopted the remainder of the democratic ticket. The American convention nominated Gen. Moorhead, republican, for Congress, from the twenty-first district.—The remainder of the ticket is composed, partly, of the nominees of the late republican convention.

ST. LOUIS, Aug. 26.—The Santa Fe correspondent of the Republican says that the reason the Navajoe Indians refused to surrender the murderer of Major Brooks' negro, is because Major Brooks positively refused to indemnify them for the forty horses killed by the troops, and for trespassing on their grazing ground at Fort Defiance. Major Brooks gives the Indians until the 12th inst., to surrender the murderer.

BOSTON, August 25.—Walter Hayward, charged with forging bank checks to the amount of $4,000, was arrested and fully committed to-day. He was from Cincinnati. Hayward was held in $3,000 for examination on two counts at the Municipal Court. Two orders were found on him with the name of Clark, Cheney & Co., drawing in his favor on Clark, Dodge & Co., New York, to the amount of $100.

NEW ORLEANS, Aug. 25.—There were 44 deaths from yellow fever yesterday.

BOSTON, Aug. 25.—The bark Cordelia, arrived at quarantine, lost five of her crew; and the brig Monticello, also arrived, lost two from yellow fever.

BOSTON, Aug. 25.—The royal mail steamship Niagara, sailed from here at noon today, with fifteen passengers for Halifax, and forty-two for Liverpool. She took out no specie.

CLEVELAND, OHIO, Aug. 26.—The republicans of the 20th congressional district, have nominated John Hutchins, vice Mr. Giddings.

Military Slavery.

A more monstrous infliction of punishment than is noted by the Brighton Guardian, has never been recorded in the history of modern civilization, and it is not surprising that the police of England should receive notice of two hundred and fifty desertions from the army in one day. The report of the punishment inflicted ought to cause every man of sensibility to quit the service, disgraced by such brutal outrages of humanity. Here is the story:

A private of the 35th Royal Sussex Regiment, having been found guilty by a district court martial of stealing a 5s. piece belonging to private Dougherty, of the same corps, was sentenced to receive fifty lashes, and to be imprisoned eighty-four days, with hard labor. The punishment of flogging was inflicted on Saturday at Chatham, and was very severe, the cat having nine thongs to it, thereby giving four hundred and fifty stripes on the man's back. Some of the young soldiers, who had never seen such punishment before, dropped from the ranks and fainted. The prisoner appeared to bear the infliction with a great degree of bounce and hardihood; for when he was relieved from the halberts he set up a loud laugh at the officers, and observed to his comrades, "I shall soon be back again."

Some years ago a man was whipped at the Horse Guards, London, till he died in the most dreadful agonies. The inquest was held by Coroner Wakely, who, on that memorable occasion, refused to give up the body, even upon the Queen's warrant—claiming that the Coroner is above the Crown, where the cause of a subject's death is in question. It appears that the moral and humanitary spirit aroused on that occasion has been permitted to sleep again, and that the English are to be deemed no higher in the scale of beings than paid serfs and military slaves.

The Sailors and Secretary Toucey.

Mr. Toucey, Secretary of the Navy, visited the Brooklyn Navy Yard, on Wednesday, and was received with distinguished honors. He also paid a visit to the Niagara and San Jacinto. As he was about to leave the San Jacinto, a large number of the crew stepped up to him, and one of them, after smoothing down his forelock, and making a true sailor's bow, said:

"Please, sir, there are a number of us here who have relations, who wish to go on shore to them, and we should be obliged if you would give us leave. Mr. Toucey.—Certainly; I have no objection; you have been in the China Seas, have you not? Sailor.—Yes, sir. Mr. Toucey.—How long have you been absent? Sailor.—Thirty-five months, sir. Mr. Toucey.—I think, then, it is high time you went ashore and saw your friends. I have no objection, whatever. Sailors, in chorus—thank you, sir.

It was with a great deal of difficulty that these poor fellows could be restrained from giving immediate vent to their satisfaction in a hearty cheer. They, however, quickly obeyed the discipline. As soon, however, as Mr. Toucey got his foot on the gangway, the signal was made, and three cheers rose from the shrouds and other parts of the ship.—These were repeated three times, and at the close, the spokesman, who had mounted on a gun, shouted until he was hoarse, while Mr. Toucey repeatedly bowed his thanks.

A Singing Mouse.

One of these little animals inhabits our office. For several years past he has made his home in it. He has become very familiar with all hands, and in broad daylight he can be seen playing around the feet of the compositors, or dancing about the cases, seemingly as little apprehensive of danger as if snugly away in his nest. The paste-cup is his delight, but he never objects to a bit of cake, or fruit with which his admirers occasionally supply him. He is a most remarkable little animal. A piece of cake puts him in high glee, and when he has devoured it, he goes in a corner and sings like a canary bird, his notes being sweet and melodious. Sometimes he will sing for an hour without intermission. He is a general favorite—does what he pleases with impunity—and is regarded as a sort of fixture in the office. Even while we are writing he is playing on the table, and is so tame that he suffers himself to be handled without any show of fear.—*Cumberland Telegraph.*

Child Killed with Hartshorn.

In Georgetown, Kentucky, a few days since, a little son of the Hon. Alvin Duvall met his death in a very singular manner.—His father and mother being away from home a little negro girl got a vial of hartshorn and was playfully holding it to the noses of the children. In putting it to the nose of the little boy while he lay upon his back she spilled the fluid into his mouth and nose. The result was death in thirty hours, the child suffering intense pain.

Battle of North Point.

On the 13th of next month, the remains of Wells and McComas, two young men who fell at North Point while fighting in defence of Baltimore, are to be interred at Ashland Square, in that city. An address will be delivered by Hon. John C. Legrand, and military companies from Washington and other places have been invited to attend and participate in the ceremonies.—*Union.*

A Pilgrimage to the Tomb of Webster.

A correspondent of the Boston Courier furnishes the following account of a pilgrimage to the tomb of Webster:

"On the 19th inst., a select company of Mr. Webster's endeared friends made a pilgrimage to his tomb, and dined and spent the night under the hospitable roof of his son. Among them were his most distinguished eulogists, and still his warmest admirers—Everett and Choate. They were his fast friends while he lived, his sincere mourners since his death. They were Mr. Webster's confidential counsellors; men whom he trusted, honored, and loved to the last. They appreciated his generous affection and paid it back with the usury of great hearts. Mr. Webster, in a letter to Mr. Everett, dated July 21, 1852, says:—"We now and then see stretching across the heavens, a clear, blue, cerulean sky, without cloud, or mist, or haze. And such appears to me our acquaintance, from the time when I heard you for a week recite your lessons in the little school-house in Short street, to the date hereof." To this early and constant friend, Mr. Webster committed, with unlimited confidence, his works to be edited and his biography to be written. Mr. Everett's faithful labors added new lustre to the orator's wide-spread fame. Yesterday Mr. Everett made a visit to the tomb of his friend. With him came another great-hearted lover of the Marshfield statesman—one whose profound erudition, extensive legal acquirements, and peerless eloquence, often foiled the logical fencing, and broke the iron mail of him whom Choate himself declared to stand "*omnium consensu*, at the summit of the American bar." Mr. Choate seems still to regard Webster as his "counsellor, guide, and friend." He entertains for him the love of a child, and the veneration of a disciple.

With a select company of friends, all of one heart and one mind, having Everett and Choate as "orators for the day," who would not exclaim, "Oh those Attic nights and suppers of the gods!" The day was delightful. It will receive a white mark in the calender of every guest. It was passed in wandering over the grounds, in a pleasant interchange of thoughts, and in discussing, at 4 o'clock, P. M., an elegant dinner in the old dining room, where the same friends so often shared Mr. Webster's hospitality.

After his guests had dined, Mr. Fletcher Webster, in a brief, but very appropriate speech, welcomed his friends to the home of his father, adding: "It was once his; it is now yours." He then proposed Mr. Everett's health, who responded with touching pathos, expressing great gratification at his present visit, and a strong desire that it might be annually repeated. He dwelt for a few moments upon the departed statesman's services and fame. Mr. Fletcher Webster, in reply, speaking of the efficient aid which his father had received from his illustrious coadjutors, very happily alluded to Lord Talbot's revelation of the true sources of his greatness, to the astonished eyes of the Countess of Auvergne, in the first part of Shakspeare's Henry VI. Talbot says:

"No, no, I am but shadow of myself;
You are deceived; my substance is not here,
For what you see is but the smallest part
And least proportion of humanity."

He then winds his horn, and his bold soldiers rush in crowds. Talbot adds:

"These are my substance, sinews, arms and strength."

"So," said Mr. Webster, "might my father say, in the presence of these, his loving friends."

Crime and Outrages in Baltimore.

Only a day or two ago, a morning contemporary filled the half of one of its ample columns with the details of various "Outrageous Proceedings," which, during the preceding forty-eight hours of Saturday and Sunday, had taken place in different portions of the city. At Federal Hill, a canal-boat was boarded by a party of outlaws, who, with pistols in hand, compelled the captain to employ them to unload the boat, asked an exorbitant price for their unsolicited services, and finally beat the captain for refusing compliance, and were only deterred from further violence by the removal of the boat to Fendy's wharf, and the interposition of the police. In French street, near Exeter, two young men returning home, were attacked and fired at by two rowdies. In Harford avenue, between Hoffman and John streets, a house was mobbed at 6 o'clock in the morning. At the corner of President street and Eastern avenue, at broad noon, a young man was attacked by a party of "Peelers"—was knocked down, and severely cut about the head and face with a knife,—was "stamped on," and had "several of his teeth knocked out," and is reported, at last accounts, to be in "a critical condition." In Frederick street, a lager beer saloon was visited, "in the course of their tour," by three men who "acted in a disgraceful manner," who, "after leaving, went along Fayette street, and at McClellan's alley met another party of young men whom they attacked," who next "proceeded to Hanover street, where they attacked several persons," and were then finally arrested and taken to the Station House, after an unsuccessful attempt at rescue on the part of their friends, on Baltimore street, near South. On Canton avenue the lager beer saloons, "among others," those of Messrs. Grieke and Rossmarke, were visited at 4 o'clock in the afternoon, by a party of six men, who, "after drinking as much as they thought proper, tossed the chairs and tables about, and knocked several persons down." At the Eastern City Spring, "a disturbance occurred" and a man was "knocked down," and on Baltimore street, near Gay, a man going home in a state of helpless intoxication, was "knocked down and kicked" by a couple of rowdies. These facts are sufficient in themselves, to show the universal prevalence and ubiquity of crime in our city. They may, it is true, need to be "dinned in the ears of an 'apathetic people,'" but they certainly do not require to be "magnified" or "exaggerated," and if they have been in any degree "misrepresented," the fault, at all events, is not ours. The latest, and most daring outrage, however, which we have to record, is one which occurred on Wednesday evening, at the corner of Light and Ostend streets, Federal Hill. A young man was set upon and beaten by a party of rowdies calling themselves "Hunters," (said in the Patriot to be a Democratic Club,) and the police who went to his assistance were fired upon, and two of their number wounded.—Our readers, perhaps, will recollect, that not two weeks ago, we published an account of an attack made by this same gang of outlaws upon a pic-nic party, spending the day near Long Bridge, in which a young girl was wounded. The present is only another illustration of that absence of all personal security and contempt of all legal authority which exists equally on Federal Hill, and in the vicinity of the City Hall.—*Balt. Exchange.*

Orange County.

Several companies of Militia were organized at Orange Court House, on Monday last. We heard of the election of the following officers:

Barbourville District.—Wm. G. Henshaw, Captain.

Tobsbury District.—J. W. Woolfolk, Captain; Francis Cowherd, 1st Lieut.; Chas. Cowherd, 2d Lieut.

Court House District.—Francis Nalle, Captain; Fleming Randall, 1st Lieut.; and Francis Twyman, 2d Lieut.

We saw a good many of the Orange county farmers, at Court, on Monday last, and there was but one opinion as to the corn crop—that it will be a very short one. Rain would be of little advantage to it. It is pretty much the case in all this section.—*Blue Ridge Rep.*

Allegany County, Md.

The Cumberland Telegraph is rejoicing over the good health of that town, and the continuance of uninterrupted navigation of the canal by means of the steam pump, but grumbles about the want of rain and the setting in of very cool weather, there having been frost in the western section of the county for thee nights in succession, without doing any damage, however. It has also the following items:

BUCKWHEAT.—Should the present weather continue, the buckwheat crop will be short, if indeed it is not already injured by frosts on the mountains west of us. The crop is now in full bloom.

MAST.—The mast this season is said to be abundant. The forests are said to be full of chestnuts, acorns and other nuts. This will in a measure indemnify farmers for their short crops of corn, oats, &c.

CORN CROP.—Notwithstanding the flattering promises of a handsome yield, some weeks since, the corn crop as a whole, indicates but a poor return for the labor of the husbandman. On the uplands the yield will be exceedingly short, owing to the excessive and long continued drought.

RAILROAD ROLLING MILL.—The proposition to erect a rolling mill at this place, by the Baltimore and Ohio Railroad Company, seems to be generally regarded with favor. The city we are assured will not only contribute material aid, but likewise furnish free of charge, whatever ground may be necessary for the purpose.

NEW CREEK COMPANY.—It will be recollected that some time since this company went down with a crash, and that suits were instituted against for the recovery of debts due by it. We now learn that efforts are being made to retrieve its fallen fortunes. A payment of 50 cents per share on 15,000 shares has been made, and the sum of $22,500 raised. A meeting was to have been held on Tuesday to see if a sale of the company's possessions could not be prevented.

ALLEGANY COUNTY BANK.—Efforts are about being made to secure subscriptions to the capital stock of this bank, chartered by the last Legislature. The charter requires that two thirds of the stock shall be owned by residents of Maryland.

MARYLAND COAL TRADE.—For the week ending Saturday 8,614 tons of coal were shipped over the Pennsylvania railroad, 5,588 tons over the George's Creek road, and 1,724 tons over the Hampshire road, making an aggreegate for the week from the whole coal region of 15,927 tons; total shipment for the year from the entire region 379,836 tons. During the season 1,255 canal boats cleared this port carrying 138,500 tons of coal. Of the total amount, 241,346 tons went by railroad.

The Largest Train.

Freedom's Champion, Atchison, Kansas, thus notices a branch of industry or trade from which Kansas is destined to derive important benefits:

"The largest train started by private enterprise, that ever crossed the Plains, is now outfitting in this city, at the warehouse of L. C. Challisse. It will be composed of 25 mule and 80 ox wagons, making 105 wagons, and requiring 200 mules, 1,000 head of cattle, 50 horses, 225 men, and will carry out 465 500 lbs. of assorted merchandise. This mammoth train is owned by Messrs. Hockaday, Burr & Co., who design establishing a chain of station stores on the line from Atchison to Salt Lake City, making Atchison the principal depot and outfitting point.—Messrs. Hockaday, Burr & Co., have the contract for carrying the Salt Lake mail, and their design is to locate these stores all along the mail route, to supply their trains as they pass, and also to furnish the people of the Plains with merchandise. They will thus avoid the necessity of carrying supplies with each mail train, as has heretofore been the custom. Mr. Hockaday, the senior partner of the firm, is now in this place, personally superintending the loading of his goods.—The enterprise he has undertaken is a gigantic one, but will be a great promoter of civilization and settlement in the vast territory west of us."

Important Suit Decided.

The Petersburg Express says:—"At the Circuit Court of Prince Edward, last week, Judge Marshall presiding, the suit of George Daniel, of Prince Edward county, *vs.* the South Side Railroad Company, was entertained and decided. The plaintiff claimed $10,000 damages for the destruction of his crops of corn, wheat, etc., caused by the malconstruction of the road through his land, producing inundation during a late heavy storm. He was represented in the case by Messrs. Wm. C. Flournoy, Philip Bolling and S. C. Anderson, and the Company was defended by Messrs. John T. Thornton, Willis, Wilson and Thos. H. Campbell. It was plainly shown by the testimony that the damages sustained by the plaintiff's property were not the result of malconstruction of the road, but the unavoidable consequence of natural causes, the storm referred to having been the most severe which had ever swept over the county, and ruined several other valuable crops in no wise affected by the contiguity of the road. The case was decided in favor of the defendants; the plaintiff applied for a new trial, which was refused. An appeal was proposed by the counsel, which will doubtless be made.

The Steuben Monument.

Movements are being made in all parts of the country towards the accomplishment of this patriotic enterprise. We learn from the Baltimore papers that a meeting of the several German associations of that city was held a few evenings since at the Turner Hall, at the corner of Lombard and Front streets, to take into consideration the propriety of holding a "fest," with a view to raise a contribution in aid of the fund required to erect a monument to the memory of Baron Steuben. After the election of officers, it was determined to hold a festival on the 21st of September proximo, on the grounds of the Agricultural Society, if they can be obtained, otherwise at the garden of Wm. Rullman, on the Frederick road. Addresses will be delivered on the occasion by Hons. J. Vansant and H